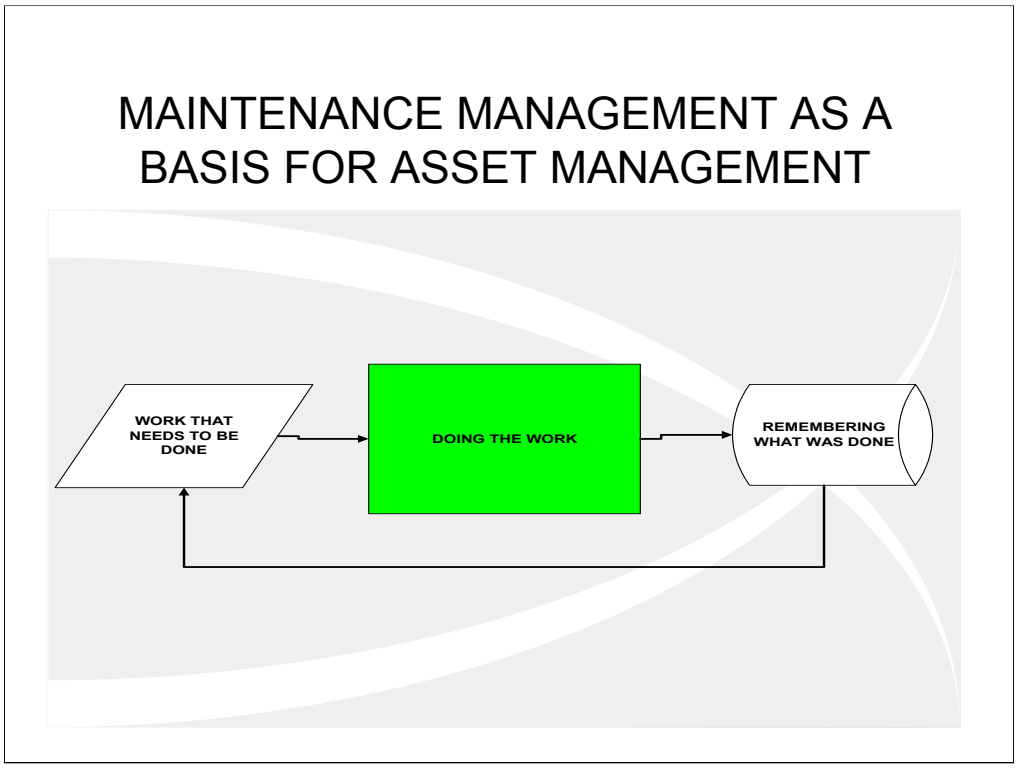
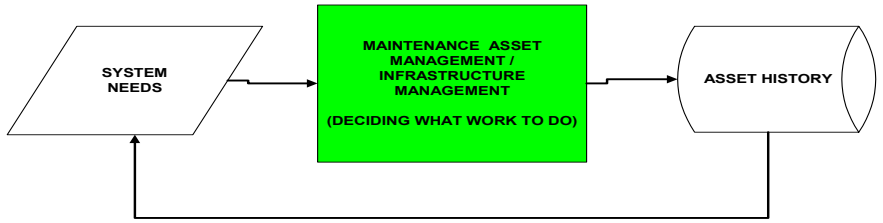


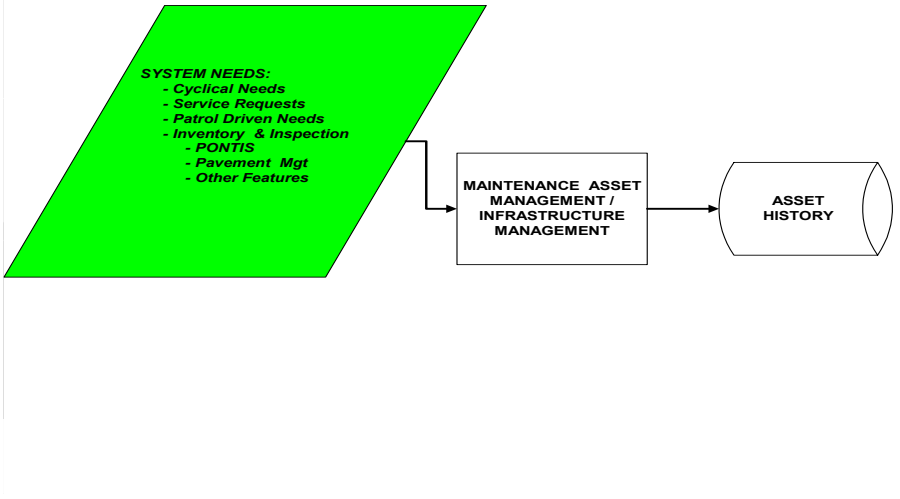
All DOT's maintain their systems – some more "systematically" than others.

MANAGING THE SYSTEM BASED ON NEEDS AND HISTORY



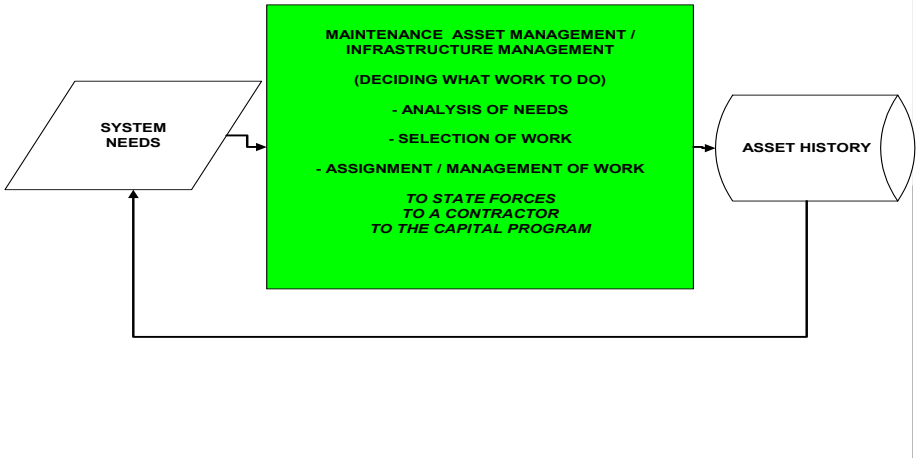
Linking what's been done with what needs to be done can be the beginning of an asset management system. ***Suggest thinking about separating little "m" maintenance – the piece that typically is seen as the tail end of Plan, Design, Construct, Maintain – from a new, big "M" use of the term that reflects most DOTs' primary mission – to Maintain and Operate the State's Transportation Infrastructure. This requires rethinking the role Departments of Transportation. Maintenance and Operations become the driver of transportation decisions.***

IDENTIFYING NEEDS



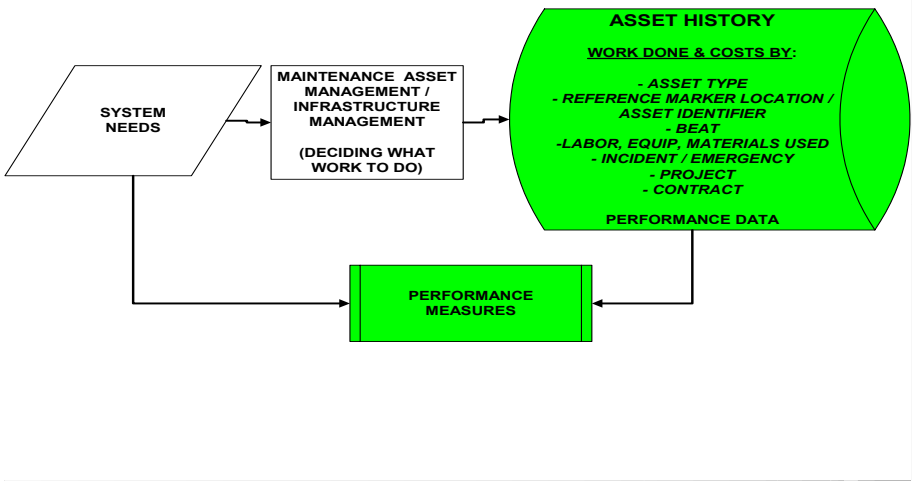
Needs can be feed by existing data, *processes* & systems *including sources such as: inventory and inspection, service requests from the public, and pre-established maintenance cycles.*

DECIDING WHAT TO DO & HOW TO DO IT



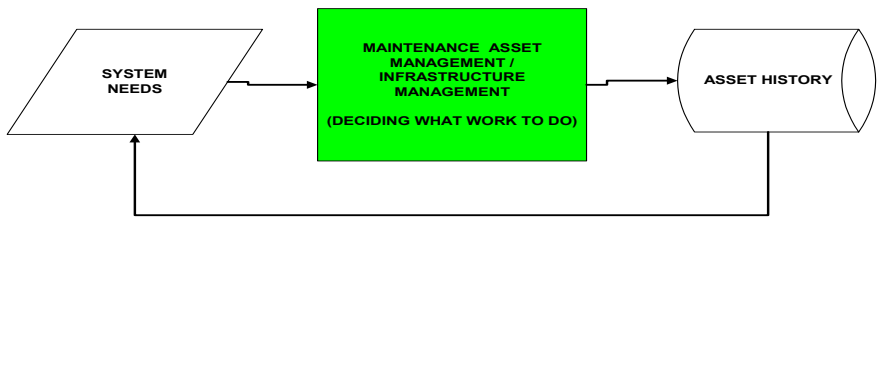
It's the decision *(what, who and how)* part that often gets neglected and we should strive to enhance – if a better way can be found.

REMEMBERING – BUILDING AN ASSET MGT. DATA BASE



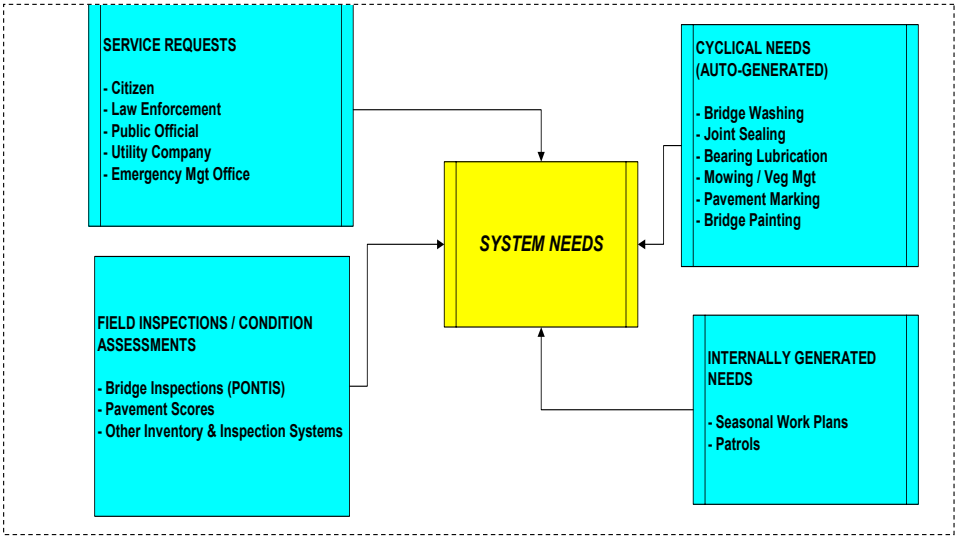
Which is where technology enters the picture as IT and performance measures (policy made explicit) begins to help drive improvements. ***Cost data can be queried by location and asset and displayed using GIS to determine where annualized cost to maintain is highest. This will drive capital programming decisions*****.**

MAINTENANCE MANAGEMENT -- AN ENGINE FOR ASSET MANAGEMENT



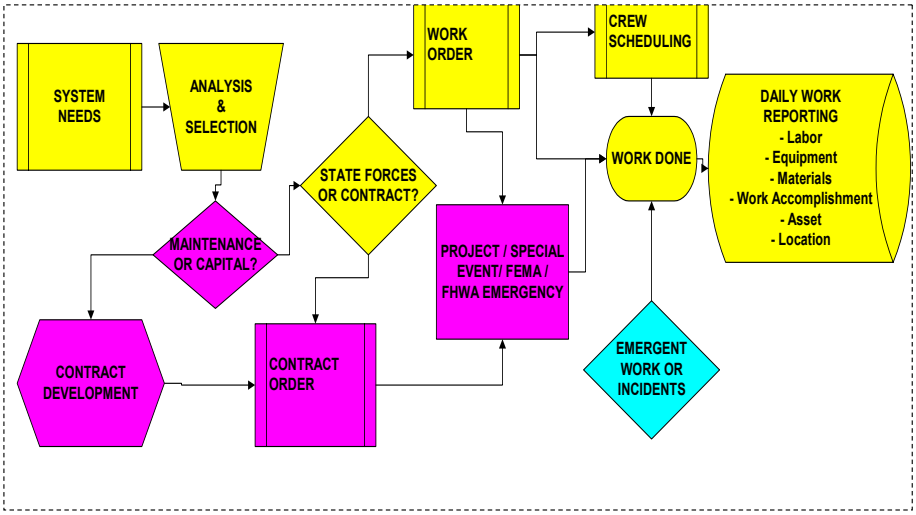
Simply approaching highway maintenance as one would maintaining a fleet of vehicles will allow a DOT to build an asset management system that moves beyond the dated planning – design – construct - maintain paradigm. ***This paradigm is operations and maintenance oriented which aligns more realistically with how current DOT either do – or should – be functioning in the post-interstate era.***

THE SOURCES OF NEEDS

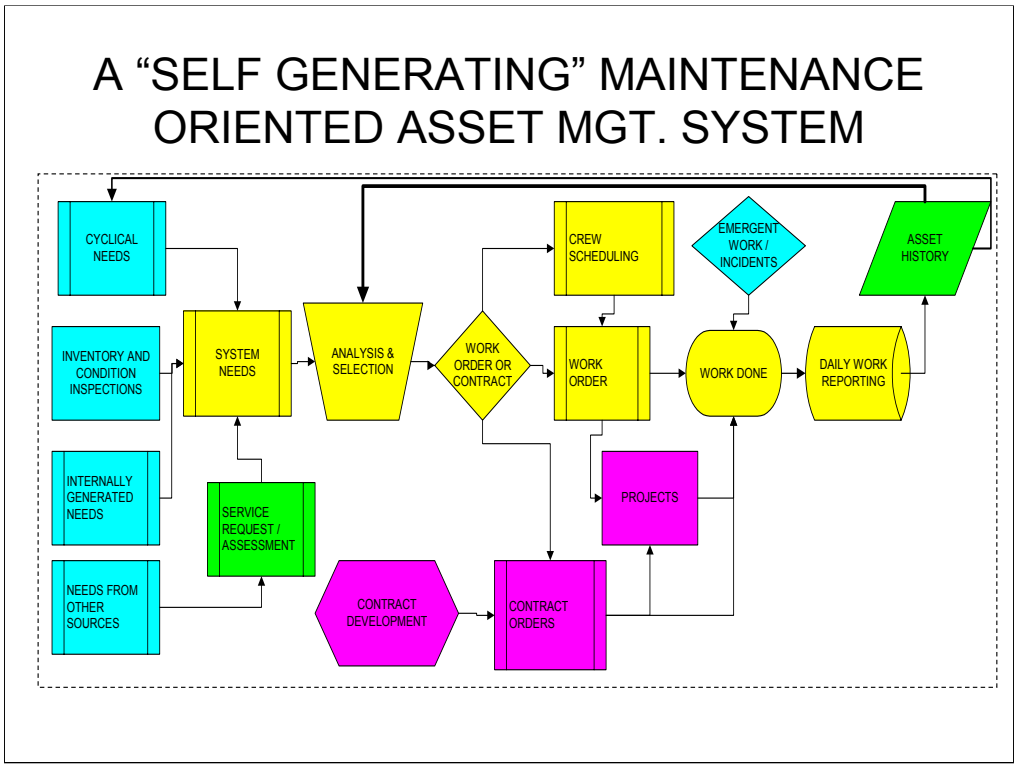


Start with a systematic *and comprehensive* look at "needs".

THE MANAGEMENT ENGINE

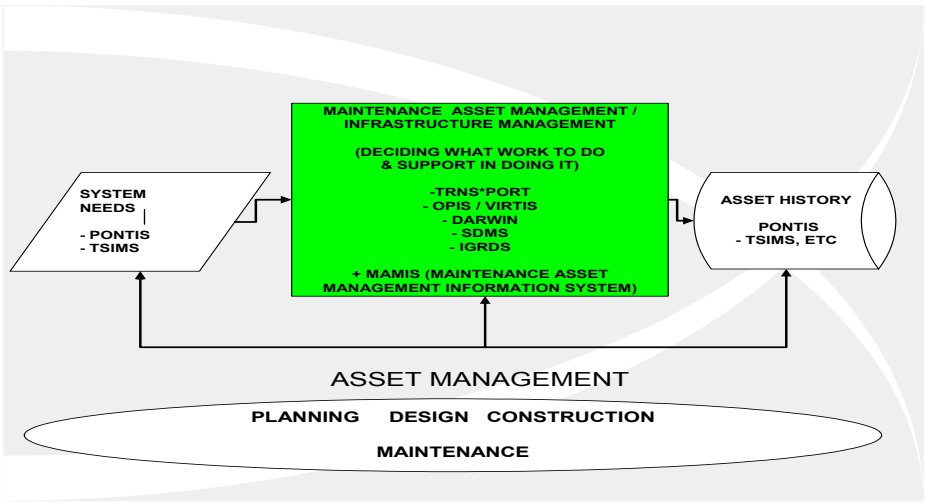


Move to an IT assisted method of analysis / decision making/ scheduling/ reporting – this is already working in cyberspace and at least in part – here in day to day reality. ***This engine is what drives the work of the agency – this is why we call it "work management."***



Linking together a few of the other obvious pieces…….

"ENHANCED" *TRNS*PORT??*



Linking all this with the existing TRNS*PORT modules can enable the industry to achieve seamless, systematic, incremental asset management using the ongoing maintenance operation as the driver …… with the economies and efficiencies of standard, interconnected IT modules as a bonus. ***This framework then facilitates decisions on development and enhancement priorities based on a current conception of what DOTs are about. Then imagine enhancing this with two other efforts we have under development: a web-based traveler advisory system, and an integrated cross agency strategic dashboard and you begin to be able to see: how the system is operating in real time, how agency's are performing in the process, and a decision tool for what to do next.***

QUESTIONS

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